

REMARKS

CLAIM REJECTIONS UNDER 35 U.S.C. §103

Claims 1 and 3 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Takeshita et al JP 2001-173408 and further in view of Sato et al JP 11-13416 and Ford U.S. Patent No. 3,369,684 for the reasons set forth on pages 2 and 3 of the Action. While the Examiner referred to "Sato et al (JP09-172019)", the only Sato et al reference attached to the Action was Sato et al JP 11-13416. Reference hereafter will therefore be made to the Sato et al JP 11-13416 reference.

Claim 2 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Takeshita et al JP 2001-173408 in view of Sato et al JP 11-13416 and Ford '684 patent and further in view of Smith U.S. Patent No. 5,033,269 and Forsyth et al U.S. Patent No. 3,785,514 for the reasons set forth on pages 3 and 4 of the Action.

For the reasons set forth hereafter, it is submitted that claims 1-6, as amended, are patentable.

ALLOWABLE SUBJECT MATTER

Claim 4 was only objected to as being dependent on a rejected base claim but was stated to be allowable if written in independent form. By this amendment claim 4 has been rewritten in independent form and is now believed allowable. Claims 5 and 6 were allowed.

PATENTABILITY OF THE CLAIMS

A significant feature of the present invention is that a common base mounting thereon power generation apparatus divided into a plurality of modules is constructed to be used commonly as both part of a transportation vehicle transporting a common base and as a support frame of a power plant. The common base used as a part of the transportation vehicle is used for the support frame for the power plant by removing the common base from the transportation vehicle. With this construction, it is possible to greatly simplify the installing process of the power plant at an installation site and to easily move an installed power plant.

With respect to the rejection of claims 1 and 3, under 35 U.S.C. § 103 as being unpatentable over Takeshita JP 2001-173408 in view of Sato JP A 11-13416 and Ford U.S. Patent No. 3,369,684, Takeshita JP 2001-173408 discloses that power

generation apparatuses 1, 2, 3 are integrated and fixed to a steel support base (20) to be formed as a module body. The module body in turn is provisionally fixed on a frame of a transportation vehicle such as a ship or boat, transported to a installation site, and then installed on pedestals 9 and support frame 11 of a building 7.

Thus, in Takeshita, as shown in Fig. 1, the power generation apparatuses such as a turbine 1, a generator 2, etc. are transported under the condition that they are mounted on the steel support base 20, whereby mounting operation and dismounting operation (assembling works on the support base) at an installation site are not necessary. This is quite different from the basic idea of Applicants that power generation apparatuses divided into a plurality of modules are mounted on a common frame at the installation site to assemble or construct a turbine power plant.

Further, Takeshita discloses only that the power generation apparatuses are incorporated into the support base 20 so as to be one block and transported. What is disclosed in Takeshita is different from the construction of the present invention whereby the common base mounting the power generation apparatuses divided into a plurality of modules is

used commonly for a support frame of the power generation apparatuses and for a part of transportation vehicle.

Satoh JP A 11-13416 discloses that a package type power plant wherein a turbine, generator, condenser, etc are assembled into one module is carried in the turbine building (20) by a transportation vehicle (19a).

Satoh discloses that the power plant made into a package, is itself mounted on the transportation vehicle and transported. That is, in Satoh, in the same manner as in Takeshita, in order to make the assembling operation at the site unnecessary, the power plant is made into one block of modules and transported. The teachings and concepts of Satoh are quite different from the present invention in which the power plant apparatuses divided into a plurality of modules are mounted on a common base to be assembled into a turbine power plant at the installation site.

Further, Satoh does not disclose that a common base mounting power generation apparatuses divided into a plurality of modules is commonly used for a support frame of the power generation apparatuses and for a part of the transportation vehicle, as in the present invention.

Ford U.S. Patent No. 3,369,684 teaches that a dolly 29 moving on track members is fixed to a desired position by

inserting a latch bolt 33 in a bore 34. However, Ford does not disclose anywhere that a fixing means of dolly 29 is a fixing means for power generation equipment as alleged by the Examiner. That is, Ford does not disclose a significant feature of the present invention as mentioned above.

Therefore, even if the above-mentioned three references are combined in the manner done so by the Examiner, the present invention is not unpatentable as being obvious in view of the cited references.

As for claim 3, this claim is dependent from claim 1 and is considered patentable for the reasons as mentioned with respect to claim 1. Therefore, claim 3 is patentable.

With respect to the rejection of claim 2, under 35 U.S.C. § 103 as being unpatentable over Takeshita JP 2001-173408 in view of Sato JP A 11-13416 and Ford U.S. Patent No. 3,369,684, and further in view of Smith U.S. Patent No. 5,033,269 and Forsyth et al U.S. Patent No. 3,785,514, Smith was additionally cited for teaching a reduction gear package. Such a reduction gear package, however, is not a claimed feature of the present invention. Claim 2 does not claim a reduction gear package so the Smith patent does not affect the patentability of the claim.

According to the Examiner, Forsyth et al illustrates that a transporter vehicle 14 comprises a semi-trailer portion 15, which is detachably coupled to a motorized truck tractor 16 that is employed to propel or move the combined tractor and semi-trailer along the roadway. Further the Examiner states that the detachable truck tractor offers additional versatile options in loading and unloading the equipment and cargo, i.e. the motorized part is free for other assignment and therefore, it would be obvious to use a transporter vehicle that has a trailer portion which is detachable from the motorized portion.

However, Forsyth et al does not disclose the feature of the present invention that a common base mounting thereon a power generation apparatus divided into a plurality of modules is constructed to be used commonly for a part of a transportation vehicle transporting the common base and for a support frame of the power plant. That is, in the present invention the common base is removed from the driving portion and wheel portion of the transportation vehicle and used for a support frame of the power plant equipment. On the contrary, in Forsyth et al, even if the semi-trailer portion 15 is removed from the motorized truck tractor 16, any teaching that a construction whereby the wheel portion 15 is further removed

from the semi-trailer portion is not provided. Forsyth et al does not in any way teach that any part of the semi-trailer portion is used as a support frame for installation of power generation apparatuses.

Moreover, in the present invention as set forth in claim 2, the common base removed from the driving portion and the wheel portion of the transportation vehicle is used as a support frame for mounting the power generation apparatuses, and a height-adjusting apparatus is provided for making the table face of the common base horizontal. However, in Forsyth, the semi-trailer portion 15 itself is not an apparatus for height-adjusting, and when vehicles such as automobiles are carried in the semi-trailer portion 15, they are carried in from a platform 22a, 22b, 50 of a prescribed height, as illustrated in Figs. 3 and 5. Claim 2 is therefore patentable.

In view of the foregoing amendments and remarks, Applicants contend that this application is in condition for allowance. Accordingly, reconsideration and reexamination are respectfully requested.

Respectfully submitted,



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